

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	1	8	

INTERROGATION OF A JAPANESE CIVILIAN
REPATRIATE FROM CHINA AND MANCHURIA

The following questions were supplied to the interrogator by D/I, FEAF, reference FEAF SR No. 7-2-26F.

Q: Have you seen any Russian pilots?

A: In August or September 1950, after I had finished my lunch at school, word came around that a Yankee plane had been shot down by communist forces. Without any knowledge of the general direction of the crash about 20 students and I followed others who were going to the scene of the crash. About 40 minutes after we started, we met a Russian-made jeep coming through the crowd from the opposite direction at a slow speed. On this vehicle, I saw two injured Caucasians, who impressed me as Russians rather than Americans. One was bandaged around his head and face, the other had a bandaged arm in splints. Both wore unidentified flying clothing. One of the Chinese medics, who was escorting the Caucasians, said that they were "Russian buddies". The location where we encountered the jeep was on a road 900m west of the ANTUNG RR Station.

About 3 hours after we started, four of us finally arrived at the scene of the crash. It was on the slope of a hill 4km SW of the ANTUNG RR Station. As we approached to about 20m of the crashed aircraft, we found scattered pieces of transparent glass-like objects. I picked up a piece about 20cm long, 15cm wide and 2.5cm thick. The edges of the object were not as sharp as glass. I followed the example of the others at the scene and rubbed the object against a stone. It seemed to have about the same consistency as celluloid and the friction caused the object to emit a carrot-top like odor. The aircraft apparently had plowed through an adobe hut which was completely demolished. I could not recall observing any insignia or markings except a few small words printed on the fuselage, which resembled Russian letters. The color of the aircraft was gray. One wing was completely gone and the nose was crushed. The aircraft did not burn. The front section of the canopy appeared very thick, roughly about 4cm thick. It had a sweepback wing and a high horizontal stabilizer. It was the same type of aircraft, which I had seen flying over ANTUNG on numerous occasions, called the "Jet-type 15". (This aircraft was referred to "Jet-type 15" by the Chinese.)

Q: Are you positive that the Caucasians, you observed on your way to the crash scene, were Russians?

A: I am quite sure they were not Americans and the attitude of the Chinese medics and escorts were friendly, and comrade-like.

Q: How close did you come to observe the aircraft?

A: I did not go nearer than 10m, because I was afraid.

Q: Were there any military or police guards around the aircraft?

A: There were no military guards. If there were any police guards they were not apparent or conspicuous.

Q: Did the Chinese spectators believe that this was a Yankee aircraft?

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	2	8	
<p>A: No. Most of the Chinese spectators appeared to be disappointed when they arrived at the scene and saw that it was one of the aircraft which they usually observed flying over ANTUNG.</p> <p>Q: What other Russian pilots did you see in ANTUNG?</p> <p>A: I have seen a party of three Russian officers on one occasion, and a group of five or six Russians on four or five different occasions. I am positive that they were Russian Air Force personnel because they wore Russian uniforms. I also observed the propeller and wing insignia of the Soviet Air Force on their uniform, although I could not recall the exact location of the insignia on their uniform.</p> <p>Q: Are you positive that they were pilots?</p> <p>A: No, I am not positive. But I am positive that they were Air Force officers of Russia.</p> <p>Q: On what occasion did you see the party of three Russian Air Force officers? What were the circumstances?</p> <p>A: It was a day after the first bombing SINUIJU in 1950 by four single-engine UN aircraft. Since school was closed and I had nothing to do, I went out to see the Korean refugees from North Korea. They milled around and assembled in the vicinity of the North Korean Consulate, waiting their turn to convert Korean currency. It was then that I saw three Russian Air Force officers in a Russian-made jeep chauffeured by a Chinese Communist Air Force officer. They stopped in front of the North Korean Consulate. One Russian officer, who was the first to alight, helped the second officer, who appeared to be one of very high rank judging from his uniform which consisted of trousers with a long sky blue strip on the sides, his prominent-looking yellowish epaulets, the salutes accorded him by the Chinese police and North Korean officers on hand, and the special attention given him. He was greeted by a bespectacled Korean in civilian clothes, with whom the Russian officer shook hands and patted his back in a very friendly manner. The third Russian officer had his head bandaged. They all disappeared with the bespectacled North Korean into the Consulate. I did not see them after that. Neither did I know the purpose nor the results of this visit by the Russian Air Force officers.</p> <p>Q: Where was the exact location of this North Korean Consulate?</p> <p>A: About 320m NE of the ANTUNG RR Station.</p> <p>Q: What unit did these Russians belong to?</p> <p>A: I do not know.</p> <p>Q: What about the group of five or six Russian Air Force officers?</p> <p>A: I saw this same group of Russian Air Force officers on four or five different occasions from the latter part of June 1950 to the latter part of August 1950, shopping in the state operated ANTUNG Department Store (國營安東百貨公司) or getting a haircut in a barber shop in this same area.</p> <p>Q: Where was this area?</p>				

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	3	8	8

A: The ANTUNG Department Store was the former Ta-ho Hotel (大和), which was located 300m NE of the ANTUNG RR Station.

Q: What unit did these officers belong to?

A: I did not know at the time but later in T'IENT-CHING, I learned that the designation of all the Air Force units in this area was the 240 (二四〇) and that the Russian personnel were integrated into the various Chinese communist units. I do not know the exact unit to which these officers were attached.

Q: Have you observed Russian pilots or Russian Air Force personnel in other places?

A: In January 1951, when I arrived in SHEN-YANG while en route to T'IENT-CHING, I saw approximately 30 Russian female soldiers who had just gotten off a train at the SHEN-YANG RR Station and were forming a column to march out of the station. They were dressed in black skirts and olive jackets with packs on their backs. Their epaulets were not clearly observed, but somehow, they appeared to be slightly different from other Russian female soldiers I have seen previously. I overheard some Chinese bystanders remark that they were "KUNG GYUN NYUI CHIAN SSU" (空軍女戰士), meaning air force women soldiers. I do not know their unit.

Also in January 1951, about 4 days after I observed the women soldiers, I boarded an express train to T'IENT-CHING. On this same train, there were five officers in Soviet Air Force uniform. They appeared to be Asiatics, but were not able to speak Chinese or Korean. Most of the time they conversed in what I believed to be Russian. They got off at T'IENT-CHING.

Q: What unit did they belong to?

A: I do not know.

Q: Did you talk to any Russian pilots?

A: At the T'IENT-CHING Army Hospital No. 1 of the HUA-PEI Military District (華北軍區 天津第一陸軍醫院), I talked with a Russian patient, on four occasions, in January and February 1952. He was able to talk in broken Chinese. I learned that he was an air force captain who belonged to the Siberian Red Air Force and was formerly stationed at an unidentified airfield near the Korean-Siberian border. This airfield was strafed on one occasion by two P-51s around August 1950. There were no damages. From this unidentified airfield, which was a fighter and transport base, this Russian was transferred to HARBIN. He traveled by rail. Around the end of 1951, he moved to an unidentified airfield in the vicinity of the SUIHO Dam. On his first mission, he led an unknown number of fighters to guard a truck convoy in the vicinity of PYONGYANG, Korea. He spotted a single-engined aircraft, attacked it and missed. His aircraft apparently was hit on this attack, because he said he felt a shock; then his aircraft vibrated so violently that he could not control it. It was not known whether he made a landing with the aircraft or bailed out. He was injured in the chest and his left arm was in a cast. The unit to which he belonged was not known. The type of fighter he piloted was not known. He said that after his discharge from the hospital, he would be assigned to a CCAF flying school as an instructor because he was washed out as a fighter pilot. He did not say much about his aircraft, except that it was very fast and difficult to handle because of his inability and probably because of its relatively small size. He also thought that the gunsight on his aircraft was not accurate, because he was positive he had the single-engined UN aircraft in

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	4	8	

his gunsight, yet he missed.

He said that he did not want to fly again because he was afraid. He added that he was a fool to join the service, because he did not know what actual combat was like. He said that before he was shot down, he used to think that war was fun, but being shot down and injured made him realize the folly of war. He did not like the idea of getting shot at and injured in someone else's war, because it did not do him any good.

He also said that before he left his country for China, he was promised many good things. Upon coming to China, he found that it was only slightly better than his country, in that he had better things to eat -- and his bread was not black but white. In flying matters, he expected his Chinese colleagues to be in agreement with him, but he did not find them to be so agreeable. It was difficult to have things his way.

When he came to China to join the Korean War, he had expected to meet some 60 old friends, who were members of his former unit. They had left in 1951 to join the Korean War sometime before he did. To his disappointment, he had not met up with any of them and he was concerned about their fate, lest they had met a fate worse than his.

Q: Was he the last Russian Air Force officer you've talked to?

A: No. I was introduced to a Russian naval aircraft navigator by one of our Chinese instructors, in the latter part of December 1951. A friend called YOSHIDA, who was fluent in Russian, was assigned to show this Russian second lieutenant around T'IENT-CHING and I tagged along for approximately three hours.

This Russian was a Ukrainian, aged 27 years, who was assigned to a flying boat unit, which consisted of four 4-engined flying boats, based at Port Arthur. He said that prior to coming to Port Arthur, he was based at a point N of SAKHALIN, where icebergs could be seen. He claimed that his 4-engined flying boat was capable of carrying one 20-ton army tank and that it could "see" from a great height -- from heights where man's sight could not make out any objects on the ground. He described this "seeing" instrument as a slightly convex opaque glass with horizontal and vertical lines. This glass was circular with a diameter of approximately 30cm. Objects appeared as black images on this opaque glass. He also said that this "seeing" instrument could be used as a bomb sight for unseen targets. This flying boat carried a crew of 8 persons, including a pilot, co-pilot, navigator, radio operator and the man who operated the "seeing" instrument. (More information pertaining to the "seeing instrument" was not available.)

Q: What unit did this navigator belonged to?

A: I do not know. I only learned that he was stationed at Port Arthur.

Q: Did he mention any names of his former units?

A: No.

Q: What else did you talk about in regard to his aircraft and his work?

A: Nothing more.

Q: Did you talk to any Chinese or North Korean pilots?

A: Yes, I've talked to both.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.— 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

16-55570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	5	8	

Q: What did they say concerning their aircraft?

A: Some CCAF school students in T'IEN-CHING with whom I talked, on one occasion, praised the Russian jet fighter's speed and climbing characteristic. They boasted that it could intercept the B-29 at any altitude and shoot it down. Also at a CCAF school in T'IEN-CHING, where we made a touring visit, one of the instructors asserted that the "Jet-type 15" was capable of flying at a speed up to 1,400km/hr and climb to an altitude of 16,000m.

Q: What did the Korean pilots say?

A: They also praised the Russian jets.

Q: What were their feelings toward each other?

A: The antagonism between the Chinese and the Koreans has been traditional. Although the Chinese do not openly express their hatred of the Koreans, the Koreans are despised because of the arrogance and improbity. At the T'IEN-CHING Army Hospital No. 1, where there were both Chinese and Korean patients, the Korean patients were usually made outcasts by the Chinese patients. The general treatment accorded at the hospital, however, was fair and equal even to the Koreans. In petty arguments in the hospital wards between the Chinese and Koreans, some Koreans were overheard to remark that the Chinese were weak fighters in spite of their number and that they were afraid of fighting. The Chinese retorted that the Koreans could not even fight their own war, but required the assistance of the Chinese and Russians.

Q: What were the feelings of the Chinese and Koreans toward the Russians?

A: The Chinese highly respected their Russian comrades. The attitude of the Koreans pilots toward their Russian pilot comrades was not known.

Q: How was the morale of Communist Air Force personnel?

A: Due to the stepped up communist indoctrination, the morale of the Chinese Communist Air Force personnel appeared to be very high. However, his combat morale was rather doubtful and was the source of constant ribbing by his Korean comrades. The reason for this doubtful combat morale was due primarily to the insufficient flight training of Chinese Communist Air Force pilots and the sub-conscious feeling that they were fighting somebody else's (the Koreans') war.

The morale of the Korean pilots, as observed at the T'IEN-CHING Army Hospital No. 1, was low. One of them was injured and the other two were said to have passed out while flying. All of them appeared to be reluctant to return to flying status.

The morale of the Russian pilots, appeared to be slightly better than their Chinese counterpart, but was moderately low when grounded because of their dissatisfaction toward the treatment they were receiving from the Chinese. It is believed that the treatment accorded them was short of their expectations and previous promises.

Q: On what dates did you see Communist fighters crash in Manchuria?

A: I have already mentioned the first incident, which occurred in early September 1950. The second one, I saw an aircraft plunged to the ground trailing white smoke following a dog-fight over ANTUNG and SINUIJU between two UN propeller

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	6	8	

driven single-engined fighters and six Russian jets. This Russian fighter was believed to have crashed in the vicinity NE of ANTUNG. I did not see the site of crash and I do not know whether it burned or not. The exact date could not be recalled. It was sometime in latter part of 1950.

Over T'IENT-CHING, in Spring 1951 during maneuvers, I saw one jet, out of a flight of four, make a steep climb, stagger and explode in mid-air. The altitude was estimated at 1,000m. The cause was not known. It disintegrated and its parts were scattered over a wide area.

Q: What are the designations and strength of air units on the ANTUNG Complex airfields?

A: I lived in ANTUNG up to January 1951. As of that date, I heard of an airfield NW of ANTUNG, known as the LANG-TOU (浪頭) Airfield. It was rumored that there were 16 "Jet-type 15", 8 propeller driven single engine fighters and 3 biplane trainers. The unit designation was not known. I also heard of another field located N of ANTUNG at a place called HA-MA-T'UNG. The strength and designation of the unit at this airfield were not known.

Q: Have you seen light bomber aircraft operating out of the ANTUNG Complex airfields?

A: Yes. I have seen them over ANTUNG on one occasion after the outbreak of hostilities in North Korea. In T'IENT-CHING, I saw a flight of two on two occasions in the spring of 1952. At the YUAN-SHIH-CHIEH Airfield, near PEI-CHING, when I was on a tour with a party of students and teachers, I saw two on the ground at a distance of about 150m in January 1952.

The fuselage of this aircraft had a cigar-shaped profile from the side. Although I am not positive, I thought there was a jet air intake located on the lower part of the blunt nose and a round jet nozzle on the rear end. The general cross-section of the fuselage was oval-shaped. The wing was possibly attached to the mid or high section of the fuselage, located slightly forward of the longitudinal center of the a/c. The wing was swept back and tapered to form square tips. No dihedral was evident. The canopy formed a rather long and prominent profile on the fuselage, with its front end forward of the wing and its rear end extended slightly aft of the base of the wing trailing edge. The vertical fin was faired into the fuselage. Although I cannot say positively which, I believed that the fin and rudder tip was squared off with a straight trailing edge swept back slightly, or was rounded with no sweep back. The horizontal stabilizer section was located approximately one third above the base of the vertical stabilizer. I remember this position because I saw a red communist insignia on the vertical stabilizer above the horizontal stabilizer section. No dihedral was evident. What seems like Jet pods were located near the base of the wings and they appeared as rather long tubes on both sides of the fuselage. No details of the jet pods were known. In comparison, the so-called "Jet-type 15" aircraft was approximately two thirds the overall fuselage length of this aircraft. In flight, the "Jet-type 15" emitted a louder sound than this aircraft. Because the fuselage appeared to take a horizontal position with tail section high over the ground, I believed that this aircraft was equipped with tricycle landing gears -- the nose wheel type. The color of this aircraft was light gray. It was called the "Jet-type bomber" by the Chinese. No bombs or guns were observed. Neither were rockets nor external fuel tanks. The number of personnel it accommodated was not known. Chinese Communist Air Force markings were observed aft of the wing on both sides of the fuselage, on the wings and on the vertical stabilizer section. Performance and characteristics of this aircraft were not known. The strength and

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

16-66870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	7	8	
<p>bases of these aircraft in China were not known. (See attached Inclosure 1 of 1, for sketch of this aircraft).</p> <p>Q: Do you have any knowledge of underground hangers or aircraft parking areas on the ANTUNG Complex airfields or elsewhere?</p> <p>A: I do not know of any.</p> <p>Q: Have you seen any "Jet-type 15" with external fuel tanks?</p> <p>A: Yes. I have seen three of four "Jet-type 15" with external fuel tanks in late 1950. They usually came in from the N.</p> <p>Q: Where were the tanks located?</p> <p>A: There were two tanks, each located beneath the base of both wings.</p> <p>Q: What was the capacity of the tanks?</p> <p>A: I do not know. They were blunt end cylinder-like tanks not any longer than the width of the wings.</p> <p>Q: Have you seen them dropped or flying with only one tank on one side?</p> <p>A: No. All "Jet-type 15" were seen with two tanks.</p> <p>Q: Have you seen or heard of "Jet-type 15" practice-firing rockets at ground targets?</p> <p>A: No, I have not.</p> <p>Q: What color are the lights used on Communist aircraft at night?</p> <p>A: I saw red, green and yellow lights located on the wing tips and both ends of the fuselage. I do not recall the location of each color lights. They were blinking lights, which blinked alternately.</p> <p>Q: Have you seen any landing lights on Communist aircraft?</p> <p>A: No, I have not.</p> <p>Q: Do different type aircraft display different type lights?</p> <p>A: I do not know.</p> <p>Q: Do Communist pilots have their identification marking lights on when flying in the ANTUNG area at night?</p> <p>A: Yes, always.</p> <p>Q: Do the "Jet-type 15" based in the ANTUNG area have standard markings?</p> <p>A: I am not sure. The markings on "Jet-type 15" I have seen flying over ANTUNG were undistinguishable. I could not recall observing any markings or insignia on the Russian aircraft which I saw crashed on the slope of a hill, 4km SW</p>				

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
6004th Air Intel Sv Sq	Wringer 5719-S-2A	8	8	

of the ANTUNG RR Station.

Q: Are "Jet-type 15" aircraft equipped with 12mm machine guns?

A: I do not know.

Q: Were any large shipping boxes on ANTUNG Complex airfields?

A: I have neither seen large shipping boxes nor any ANTUNG Complex airfields, at ranges close enough to distinguish much.

Q: How did you think Russian aircraft was shipped to Manchuria or China?

A: Chiefly by rail. In January 1951, on my way from SHEN-YANG to T'IENTSING, I saw about 30 RR flatcars, with aircraft which resembled "Jet-type 15", parked in the RR yard of the SHAN-HAI-KWAN (山海關) RR Station. I did not know whether these were bound for China or Manchuria. Some were covered with tarpaulin, others were bare.

Q: Have you ever observed "Jet-type 15" aircraft engines being overhauled?

A: Never.

COMMENTS BY THE INTERROGATOR:

1. Source was later shown the "Characteristics and Performance Handbook, U.S.S.R. Aircraft", dated March 1952. The "Jet-type 15" aircraft was identified as the MIG-15. The "Jet-type bomber" which he observed could not be identified.

2. This report satisfies FEAF SR No. 7-2-26F.

3. Important points and questions in this report, were repeated on at least three different occasions, and were found consistent.

4. All distances and measurements in this report are approximate.

C. S. Demonbrun

C. S. DEMONBRUN
Colonel, USAF
CO, 6004th AISS

1 Inclosure

1. Memory Sketch of "Jet-type bomber" Observed over ANTUNG, T'IENTSING and at the YUAN-SHIEH-CHIEH Airfield in Vicinity of PEI-CHING.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Secret
(CLASSIFICATION)

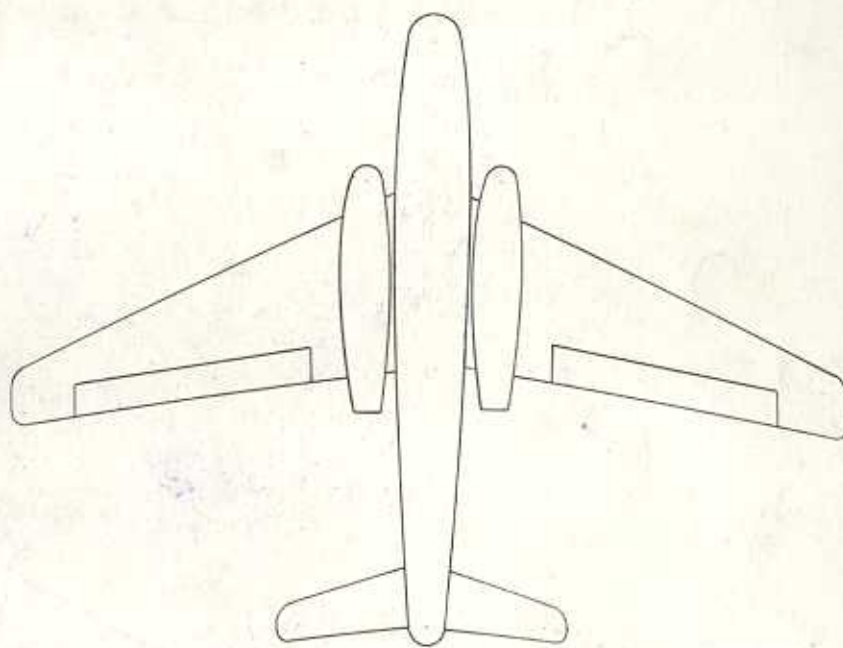
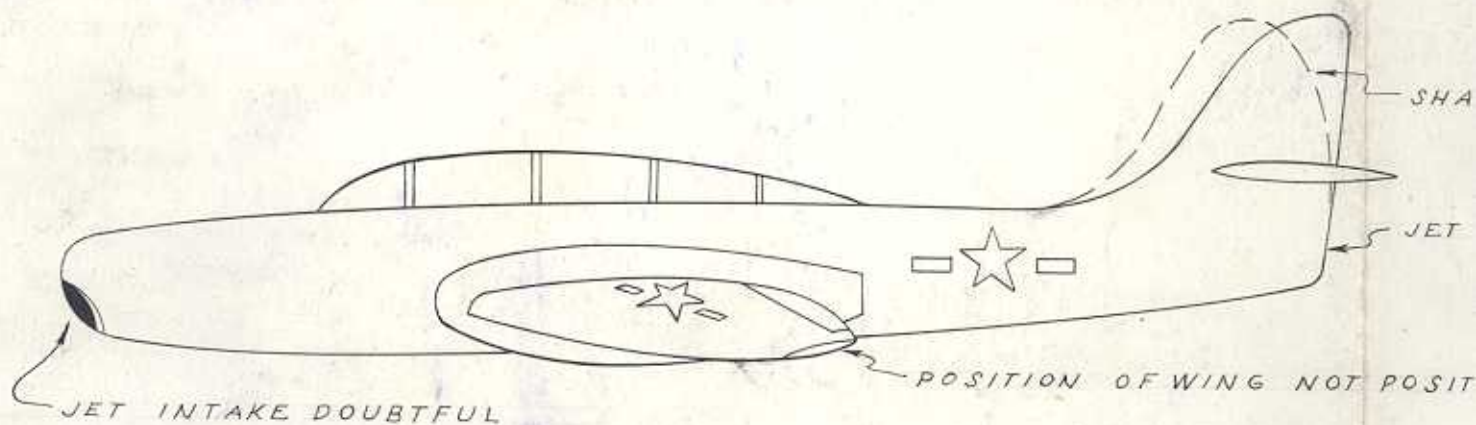
DECLASSIFIED

Authority MM 974352By WJ NARA Date 9/4/01*Secret*

INCL #10F1 6004TH AISS WRINGER REPORT #5719-S-2A
 MEMORY SKETCH OF "JET BOMBER" OBSERVED
 OVER ANTUNG, TIEN-CHING AND AT THE YUAN-
 SHIH-CHIEH AIRFIELD IN VICINITY OF PEI-CHING
 ANTUNG (40°09'N-124°23'E), TIEN-CHING (39°08'N-117°12'E)
 PEI-CHING (39°56'N-116°24'E)

AS OF SPRING 52

NOT TO SCALE

*Secret*